

Attendance of the July 21, 2004 GMAC Meeting
(based on sign-in sheet)

Name	Agency
Andrade, Jose	
Baldwin, Hon. Harry	City of San Gabriel
Balmir, Sandra	FHWA
Brown, Hon. Arthur C.	City of Buena Park
Capelle, Joanna	SCRRA
Cartwright, Kerry	Port of Long Beach
Catz, Sarah	Golden State Gateway Coalition
Cheng, Luke	LACMTA
Chung, Kuang	LACMTA
Daniels, Hon. Gene	City of Paramount
Guss, Ron	California Trucking Association
Hicks, Gill	Gill V. Hicks and Associates
Lee, Minna	LACMTA
Lopez, Ernest	SCAQMD
Marcus, Richard	OCTA
Martinez, Guillermo	Port of Los Angeles
Morgan, Eric	LAWA
Neely, Sharon	ACE Construction Authority
Proo, Hon. Bea	City of Pico Rivera
Rodriguez, Dilara	Caltrans
Smith, Steve	SANBAG
White, Nancy	CHP
Ye, Qing	LACMTA
SCAG Staff	
Armstrong, Mike	
Pfeffer, Nancy	
Wong, Philbert	

**GOODS MOVEMENT ADVISORY COMMITTEE MEETING MINUTES
WEDNESDAY, JULY 21, 2004**

1.0 CALL TO ORDER

Councilmember Art Brown, City of Buena Park, called the meeting to order. A list of those in attendance is included in the minutes.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 CONSENT CALENDAR

Approval Items

3.1.1 Approval of the May 19, 2004 Minutes

Motion to approve the minutes was seconded and approved with no objections.

4.0 INFORMATION ITEMS

4.1 Presentation on Regional Air Cargo Issues

Mike Armstrong, SCAG, presented this item. In the SCAG region, two airports: Los Angeles International and Ontario International handle more than 95% of all air cargo in the region. In 2003, LAX handled 2,004,487 tons, while Ontario handled 587,299 tons. Total air cargo tonnage handled in the region was 2,710,795 tons.

Over the next 30 years, SCAG forecasts a tripling of air cargo demand, from 2,710,795 tons today to 8,724,000 tons by 2030. The 2004 Regional Transportation Plan preferred air cargo plan distributes this growth among airports across the region. For example, LAX is forecast to grow to 2,340,000 tons (26% of regional total), Ontario to 2,252,000 tons (26% of regional total), and San Bernardino International to 1,092,000 tons (13% of regional total). If the Regional Transportation Plan Aviation Plan is implemented, the result will be an economic benefit of \$105 billion, as opposed to \$87 billion if nothing is done. Also, the plan will result in 761,000 jobs, versus 630,000 if nothing is done. Approximately one-third of the regional economic benefit is derived from air cargo.

Mr. Armstrong noted that in recent years, the percentage of cargo carried in dedicated freighter aircraft versus the bellies of passenger aircraft has grown significantly. In 1994, 59% of air cargo was handled by dedicated freighter aircraft, and in 2002 the percentage rose to 71%. At LAX, the percentage increased from 46% to 62%. This trend can significantly benefit all cargo airports.

Airports in the SCAG region are relatively small compared to airports in other cities. For comparison, Los Angeles is 3,500 acres, John Wayne is 500 acres, and Ontario is 1,400 acres. O'Hare, on the other hand, is 7,700 acres, Dallas-Ft. Worth is 18,000, and Denver is 34,000 acres. However, the region does have airport capacity at other airports such as Palmdale (17,750 acres), March (4,500 acres) and Southern California Logistics (5,073 acres).

The region is facing a number of air cargo issues that SCAG will continue to work to address. First, demand for air cargo is primarily in the coastal region while excess capacity is in the Inland Empire. Second, the San Diego region sends 2/3 of its air cargo out of SCAG region airports. Third, Orange County generates 30% of the region's air cargo yet only ships 1%. Finally, there is a loss of potential cargo handling capacity with the elimination of El Toro.

4.2 Report on the initial findings of the Inland Empire Mainline Rail Study

Gill Hicks, Gill V. Hicks and Associates, presented this item. This study is a follow on to the Los Angeles-Inland Empire Mainline Rail Study, which examined future growth and infrastructure needs along the mainline rail network between downtown Los Angeles and Colton Crossing. The Inland Empire Mainline Rail Study will study the mainline rail network from Colton Crossing north to Barstow and east to Indio.

Tasks 2 and 5A of this study, which documented current rail infrastructure, forecasts traffic, and defines required trackage for a status quo routing of trains in 2010 and 2025, have been completed. The remaining tasks, which are scheduled to be completed by January, 2006, include developing alternative railroad operating strategies, an emissions analysis, a ranking of alternatives, and working with the railroads and public agencies.

Along the BNSF/UP Cajon Pass line segment, freight traffic is forecast to increase from 96 trains in 2000 to 136 in 2010 and 195 in 2020. Along the UP Yuma Line, freight traffic is forecast to increase from 42 trains in 2000 to 60 in 2010 to 87 in 2025.

The increased traffic will require double tracking along the UP lines between Colton and Indio. Along the BNSF lines between San Bernardino and Barstow, 4 tracks will be needed by 2025 to accommodate traffic, with the exception of the Keenbrook-Silverwood segment, which will require 5 tracks by 2025. Currently, the segments on the BNSF line between San Bernardino and Barstow are 2 or 3 tracks.

4.3 Update on SCAG Goods Movement Initiatives

Nancy Pfeffer, SCAG, presented this item. The Multi-County Goods Movement Action plan is a LACMTA initiative that will aim to develop a consensus regarding goods movement priorities and projects. It is proposed that the GMAC could serve as a working forum for interfacing the planning effort with other freight movement stakeholders such as the ports, airports, trucking industry, and railroads.

Other priorities of the SCAG goods movement program will include goods movement financing, data gathering, Heavy Duty Truck Model improvement, and continuing with two consultant assisted studies, the Inland Empire Mainline Rail study and the Port and Modal Diversion Study.

It was noted that the Port and Modal Diversion Study will be restarting as soon as the procurement process can be completed.

5.0 **COMMENT PERIOD**

Ms. Sharon Neely, ACE Construction Authority, noted that the Western States Freight Conference will be held April 17-20, 2005 in Long Beach. She also asked if any statistics exist on the economic loss to the region from accidents or other incidents. In addition, she asked for additional information on an LA Times article relating to air quality conformity.

6.0 **NEXT MEETING**

The next regular GMAC meeting will be:
Wednesday, August 18, 2004
9:30am-11:00am
SCAG Offices, San Bernardino Conference Rooms A&B

7.0 **ADJOURNMENT**

The meeting was adjourned at 11:00am.